

three page fax to Mr Morrow Group Art Unit 3612

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FAX RECEIVED

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 Group Art Unit 3612
 USPTO

3-page fax +703 505 7687 MAR 17 1999

GROUP 3600**Unofficial**

Patent Appl. No. 08/860,182 mailed Dec. 12, 98
 Inapplicability of US. 5,806,917

Dear Mr Morrow,

03/18/99

Thank you for your 2nd examination report of 02/10/99, which was delivered 02/20/99.
 Allow me please to deliver my first review thereon:

A. Inapplicability of Townseed's method to reduce clearances in col. 10/lines 38-59, Fig. 12 and 10A to minimum tolerances:

Each tapered key 130 has four faces associated with four clearances F1 to F4 and a depth clearance F5 in loose engagement with the mating receptacle 134. On the use of six interengaging assemblies a vehicular connection member of door & vehicle body must be provided with $6 \times 5 = 30$ clearances plus three clearances between the stud 298 and catch of door lock 248, thus totalling 33 clearances.

Despite meticulous, very pricey rework (repair) by injecting hardenable resin in the receptacle the problem of a high number of clearances *remains unresolved*. Dr. Reichenbachs interengaging assembly ref to German Patent Doc. 1755611 includes a cone-shaped key and the mating receptacle, thus yielding two clearances, less than Townseed's assembly, plus three clearances for door lock, thus totalling five clearances. The problem of clearances *remains unresolved*. When the tolerances between mating members of door lock are perfectly adjusted the key and mating receptacle *must be* in loose interengagement. After more than two decades Daimler Chrysler has stopped the production of Reichenbachs assemblies.

Townseed has not anticipated

- huge costs to rework and repair. Should the rework be carried out in the assembly line that must be stopped for injection work of hardenable resin? If injection work is made outside of assembly hall, must the car be repainted in the assembly line when the remaining resin smears the vehicle body and/or resin spills thereover? Is hardenable resin coating capable of sustaining large forces?
- problem of a high number of clearances and reject rate. When at least one of six interengaging assemblies are in interference due to problem case D " Constant, small contour-clearance" in pp. 4/lines 16-27, the door can never be closed!
- increasing problem of a high number of clearances and larger reject rate due to additional clearances of new door latch in col. 7/lines 56 to col. 8/lines 2 in Fig. 9 and 10.
- load cases I to IV described in pp 3 of my US 08/860,182 and
- passenger ejection in rollover due to *disengagement of Townseed's assemblies* resulting in door detachment when the deformed vehicle body 20 is deflected in DE_x -direction shown in Fig. 10A. See *my principle measures to resolve the failure of prior art in Fig. 3A, 4A, 3, 15 and 16*.

Townseed's invention was already patented by Nissan ref to Fig. 1A and DE-OS 2162071 of 07/06/72, whose shortcomings are described in pp. 5/lines 34-50.

The well experienced examiners of PCT- and European Office have given a positive verdict on *my countermeasures* and, later on, granted patent EP 0869878 B1 thereon.

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B. My German Patent Application DE 19543706 A1, stored in CD, can be read in any Patent Office for the purpose of certifying. Furthermore, PCT-Office and EP Office have meticulously examined the DE 19543706 A1 and DE 19645925, both together are merged into PCT/DE96/02120, which is similar to the family members US 5,518,290 and EP 0869878 B1.

However, in order to meet the US requirement I, having mailed a registered request of confirmation to DPA (German Patent Office), will show you the original version and the examination report of DE 19543706 A1, the examination report of DE 19645925 and both original filing forms in a hearing.

C. I have made a list of Americanised phrases, whereto you objected, ref. to US Patent Docs, e.g.:
 In Claim 10 "side rail" ref to US 5,480,189 col. 3/line 58; US 3,860,258 col. 2/lines 31, 34.
 In Claim 21 "latch mechanism", changed into "door lock", ref to US 5,306,067 col. 1/line 38, col. 2/line 18, col. 4/line 3. Would you accept "aperture-guide", "aperture-guide member" replacing "window-guide", "window-guide element"?

D. I have already amended all claims and the following *narrative abstract*:
 On closing the door, that is conventionally hinged to a pillar, keys of interengagable assemblies smoothly engage with mating receptacles located on both pillars, the vehicle roof and side rail. The smooth interengagement is ensured by the adjusting mechanisms of the keys, which are located on the front, rear, upper and lower edges of the door. In an accident the door is coupled with the mating door-aperture in the vehicle chassis whereby energy is distributed to the integrated vehicle chassis.
 In the second feature of invention, the interengagable assemblies of a vehicular connection-member, consisting of the edge of the door and a member of the vehicle chassis, are arranged in at least two operating planes.

In the third feature, the deformation of the two doors of one vehicle side and their common pillar is constrained in an accident due to a housing, rigidly attached to the common pillar and accommodating the keys, which tightly engage with the mating receptacles located on the rear edge of the front door and the front edge of the rear door.

This inventive technology is applicable for other door types such as tailgate-, sliding side-, cargo-, liftgate doors, trunk cover and hood to define a substantially stiffer vehicle chassis whereby stress is enormously reduced in an accident.

Due to the above-mentioned and additional review there is a need to meet you. I wish to

- present the list, other paper work, appls, forms and docs in original version,
- have your consent for prolonging the expiration date because DPA needs *time to confirm the existence of DE 19543706 A1* and
- discuss with you in a hearing about the failure of the prior art in relation to load cases I to IV, assembling doors ref. to problem case D, door detachment and total deformation of vehicle chassis by showing a lot of police-accident reports and photos of failure of Reichenbachs, new assemblies, door locks of accident-involved MBs, BMWs, VW VR6, VWs, Opel Omegas (Cadillac Catera) etc.

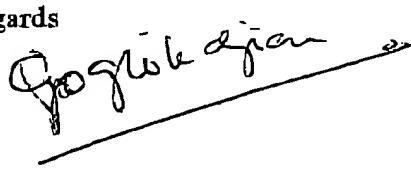
I would appreciate your help to return my previous appl. being corrected and arranged according to US Patent rules. Should I mail you the *draft* of the amended appl. before a hearing takes place?

On March 22, 24 or 25 between 1 to 4 p.m. at your local time I would phone you.

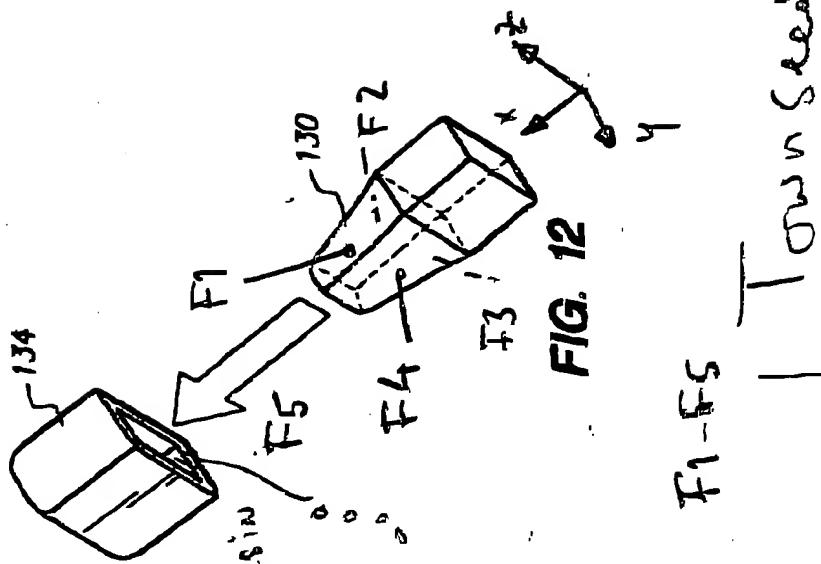
Thank you very much for your help and interest.

kind regards

Go



Attached: Fig 12 and 10A



T1-F5

FIG. 12

One in Seven

